8.10 Socioeconomics

This section discusses the environmental setting, consequences, regional and local impacts, and mitigation measures associated with the socioeconomic aspects of the Walnut Creek Energy Park (WCEP) project. Section 8.10.1 describes the environment that may be affected by WCEP construction and operation. Section 8.10.2 identifies potential environmental impacts from development of the power plant, including environmental justice issues. Section 8.10.3 discusses cumulative impacts. Mitigation measures are discussed in Section 8.10.4 while the laws, ordinances, regulations, and standards (LORS) applicable to socioeconomics are presented in Section 8.10.5. Section 8.10.6 lists applicable public agencies and provides agency contact names and telephone numbers. Section 8.10.7 discusses permitting requirements. Section 8.10.8 is a list of references consulted or cited.

The WCEP project is in the City of Industry, on an 11.48-acre site at 911 Bixby Drive, City of Industry, California. The site is a densely developed industrial and residential area approximately 12 miles east of downtown Los Angeles. The project site is located within an industrial park and is currently occupied by a warehouse and truck parking lot. The warehouse is slated for demolition, however, and Walnut Creek Energy, LLC (WCE) will receive the site after demolition. Surrounding land uses include industrial uses (large, tilt-up warehouses) to the south and east; utility uses, including a transmission easement and Southern California Edison's Walnut Substation, to the west; utility and industrial uses to the north, consisting of a transmission right-of-way, flood control channel, and intermodal rail yard; and residential uses further to the south and north.

8.10.1 Affected Environment

8.10.1.1 Population

The WCEP will be located in the City of Industry, one of 88 cities in Los Angeles County. Industry is located near the geographic center of metropolitan Los Angeles County and is 12 miles east of downtown Los Angeles. The county is one of the nation's largest, with 4,081 square miles of land (Los Angeles County, 2001). The county is bordered to the east by Orange and San Bernardino Counties, on the north by Kern County, on the west by Ventura County, and on the south by Orange County and the Pacific Ocean. Los Angeles County has the distinction of being the most populated county in the nation. The county's population exceeds 9.9 million, and is increasing at an average estimated annual rate of 0.9 percent.

The City of Industry incorporates an area of approximately 12.5 square miles in the San Gabriel Valley area of Los Angeles County. The City is strategically located within the Los Angeles metropolitan area and is within easy commute of downtown Los Angeles, the Ports of Los Angeles and Long Beach, and the Los Angeles and Ontario International Airports.

The City serves as a substantial employment base for the approximately 1,800,000 persons living within the San Gabriel Valley. Total employment in the City was estimated at 75,000 in 2001, and the City itself had an estimated population of 777 according to the 2000 U.S. Census. There is a wide range of housing types and services available within a very short distance, including shopping, professional, financial, and other facilities. There are two community colleges and several State and private colleges and universities within a 10-mile radius of the City.

Since its incorporation in 1957, the City of Industry has devoted itself primarily to the development of light manufacturing, warehousing, and distribution facilities. At an election on June 8, 1976, the voters of the City adopted a City Charter. The City of Industry was planned as an industrial city when it was incorporated in 1957, with the objective of promoting and advancing industry, and has designed its services to accommodate it.

The City of Industry's current (as of January 1, 2005) population is estimated at 840 persons (California Department of Finance [DOF], 2005a). Historical and projected population data for the City of Industry and Los Angeles County are summarized in Table 8.10-1. Annual average compounded population growth rates are summarized in Table 8.10-2. During the 1990s, Los Angeles County's population increased at an average annual rate of 0.75 percent. The State of California grew at an annual rate of 1.0 percent, while that of the City of Industry largely remained unchanged.

TABLE 8.10-1Historical Population Estimates and Projections

Area	1990	2000	2010(p)	2020 (p)	2030(p)
Industry	631	777	799	799	799
Los Angeles County	8,863,164	9,559,635	10,461,007	10,885,092	11,236,734
California	29,758,213	34,043,198	39,246,767	43,851,741	48,110,671

Source: DOF, 2005b; 2005c; Southern California Council of Governments (SCAG), 2005; 2000 Census. (p) = projected

Based on population projections by the DOF, Los Angeles County and California are expected to have their greatest population growth between 2000 and 2010. Historically, the County's growth rate has declined compared to that of the State, and this trend is expected to continue.

TABLE 8.10-2Historical and Projected Average Compounded Growth Rates

Area	1990-2000 (%)	2000-2010 (%)	2010-2020 (%)	2020-2030 (%)
Industry	2.10	0.28	0.00	0.00
Los Angeles County	0.76	0.90	0.40	0.32
California	1.35	1.43	1.12	0.93

8.10.1.2 Minority and Poverty Populations

Table 8.10-3 summarizes the minority and Hispanic and low-income population distributions for the census tracts that are within a 6-mile radius of WCEP. The minority and income data are from the 2000 U.S. Census. The table also compares this data with equivalent data for Los Angeles County, the East San Gabriel Valley Census Subdivision, and California as a whole. Of the total population within the 6-mile radius, approximately 76 percent are minority (non-white), and 54 percent are of Hispanic origin (any race). Of the 145 census tracts in this 6-mile area, 125 have minority populations that are above 50 percent. Persons of Hispanic origin make up more than 50 percent of the population in

about half of these census tracts. Because of the large number (145) of census tracts within 6 miles of the project, the census data are summarized in Table 8.10-3. Statistics by tract are provided in Appendix 8.10A.

TABLE 8.10-3
Income and Minority Status, East San Gabriel Valley and Communities Neighboring City of Industry

Location	Total Population ^a	Non-White Population (%)	Hispanic ^b Population (any race) (%)	Household Median Income (1999 dollars)	Percent Below Poverty
California	33,871,648	40.5	32.4	\$47,493	14.2
Los Angeles County	9,519,338	47.2	44.6	\$42,189	17.9
East San Gabriel Valley County Subdivision	933,557	51.4	48.6	\$51,877	12.7
Census tracts within 6 miles of WCEP	714,410	76.3	53.4	\$52,091	12.7

Source: U.S. Census Bureau, Census 2000 Summary, American FactFinder

The percentage of persons with income below the poverty level is 12.7 for the area within 6 miles of WCEP, which is below the state and county averages. Of the 145 census tracts within 6 miles, 13 of them contain populations with poverty levels at 25 percent or greater. Two of these have poverty percentages greater than 40 percent. The census tracts with the highest poverty percentages in the 6-mile area are tracts 060374339.01 and 060374334.03, which have 41.0 and 40.1 percent, respectively, of residents living in households having income below the poverty level. These tracts are adjacent to one another and are located approximately 5.25 miles west-northwest of the project site in the City of El Monte. The combined population of these two tracts is 10,782.

8.10.1.3 Housing

As shown in Table 8.10-4, the housing stock for the Los Angeles County as of January 1, 2005, consisted of 3,341,548 units (DOF, 2005a). Single-family dwellings (both attached and unattached units) accounted for 1,868,394 units, multiple family dwellings accounted for 1,416,491 units, and mobile homes accounted for 56,663 units. New housing authorizations for Los Angeles County in 2003 totaled 21,313 units and about 48 percent were single-family units and 52 percent were multi-family units (DOF, 2005d). These authorizations were valued at \$5,153.68 million (DOF, 2005d). Los Angeles County's vacancy rate is approximately 4.2 percent, below the federal standard of 5 percent, indicating that housing availability within the County is in somewhat short supply. The median sales price of existing single family homes in Los Angeles County in 2003 was \$354,740 and had increased from \$215,900 in 2000 (DOF, 2005e).

^a Percent below poverty is generally based on lower population numbers than total population, because some persons elect not to report income level and because full-time college students are excluded (for example, this number is 706,254 for census tracts within 6 miles of WCEP).

b Hispanics or Latinos are those people who classified themselves in one of the specific Spanish, Hispanic, or Latino categories listed on the Census 2000 questionnaire—"Mexican, Mexican Am., Chicano," "Puerto Rican," or "Cuban"—as well as those who indicate that they are "other Spanish/Hispanic/Latino." People who identify their origin as "other Spanish/Hispanic/Latino" may be of any race. Thus, the percent Hispanic should not be added to percentages for racial (i.e., minority) categories.

The City of Industry is primarily industrial and there are 124 housing units. All the units are detached single family dwellings. The vacancy rate in the city is 2.4 percent; thus, housing supply within the city is limited. Table 8.10-4 shows the housing stock for the city, Los Angeles County, and the State of California.

TABLE 8.10-4
Housing Estimates by City and County, January 1, 2005

Area	Total Units	Single Family	Multi-family	Mobile Homes	Percent Vacant
Industry	124	124	0	0	2.4
Los Angeles County	3,341,548	1,868,394	1,416,491	56,663	4.2
California	12,945,237	8,345,494	4,018,486	581,257	5.9

Source: DOF 2005a.

8.10.1.4 Economy and Employment

Between 1998 and 2004, employment in Los Angeles County increased by about 48,500 jobs or 1.2 percent, which falls below California's employment growth of about 7 percent for the same period. As shown in Table 8.10-5, employment grew in most industries including construction services, and decreased in agriculture, manufacturing, information and business services. Education and health services experienced the largest percentage increases in employment during this period. Although employment in construction increased by 20,300 jobs between 1998 and 2004, the contribution of this sector to the Los Angeles County economy remained relatively small at about 3 percent.

TABLE 8.10-5
Employment Distribution of Los Angeles County 1998-2004

	19	998	20	004	1998-2004		
Industry	Number of Employees	Employment Share (%)	Number of Employees	Employment Share (%)	Percentage Change (%)	Average Annual Growth (%)	
Agriculture	7,700	0.2	7,600	0.2	-1.3	-0.2	
Natural resources/mining	3,500	0.1	3,900	0.1	11.4	1.8	
Construction	119,100	3.0	139,400	3.5	17.0	2.7	
Manufacturing	642,900	16.3	484,200	12.1	-24.7	-4.6	
Wholesale trade	215,800	5.5	214,500	5.4	-0.6	-0.1	
Retail trade	374,400	9.5	404,500	10.1	8.0	1.3	
Transportation, warehousing, utilities	167,800	4.2	161,100	4.0	-4.0	-0.7	
Information	214,600	5.4	208,100	5.2	-3.0	-0.5	
Financial activities	218,400	5.5	243,200	6.1	11.4	1.8	
Professional and business services	585,100	14.8	561,000	14.0	-4.1	-0.7	
Education and health services	394,600	10.0	467,700	11.7	18.5	2.9	

TABLE 8.10-5
Employment Distribution of Los Angeles County 1998-2004

	19	1998		004	1998-2004		
Industry	Number of Employees	Employment Share (%)	Number of Employees	Employment Share (%)	Percentage Change (%)	Average Annual Growth (%)	
Leisure and hospitality	331,600	8.4	373,100	9.3	12.5	2.0	
Other services	134,900	3.4	144,800	3.6	7.3	1.2	
Government	541,000	13.7	586,600	14.7	8.4	1.4	
Industry employment total	3,951,200	100.0	3,999,700	100.0	1.2	0.2	

Source: California Employment Development Department (CEDD) (2005a).

Table 8.10-6 provides 2004 annual average employment data for Los Angeles County and the City of Industry, compared to California. The Los Angeles County average of 6.6 percent is only slightly higher than the State average. The California Employment Development Department (CEDD) does not project future unemployment rates.

TABLE 8.10-6 Employment Data 2004

City	Civilian Labor Force	Employed Labor Force	Unemployed Labor Force	Unemployment Rate
Industry	300	300	0	0.0%
Los Angeles County	4,809,700	4,494,000	315,000	6.6%
California	17,552,3000	16,459,900	1,092,400	6.2%

Source: CEDD (2005b).

8.10.1.5 Fiscal Resources

The local agencies with taxing power include Los Angeles County and the City of Industry. Los Angeles County's General Fund expenditures and revenues are presented in Table 8.10-7. The County's General Fund has shown steady growth from year to year. From fiscal year (FY) 2002 to FY 2003, General Fund revenues grew 2.5 percent, a growth almost the same (2.6 percent) as that over the next year (from FY 2003 to FY 2004). Revenue from taxes comprises between 19 and 22 percent of the County's total General Fund revenue.

TABLE 8.10-7
Los Angeles County General Fund Revenues and Expenditures by Fund (\$ Million)

	FY 2002	FY 2003	FY 2004
Expenditures			
General Government	589.3	652.4	674.0
Public Protection	3,795.4	3,768.7	3,934.3
Public Ways & Facilities	261.7	287.9	229.5
Health Sanitation	1,765.4	1,826.1	1,905.5

TABLE 8.10-7
Los Angeles County General Fund Revenues and Expenditures by Fund (\$ Million)

	FY 2002	FY 2003	FY 2004
Public Assistance	4,360.3	4,461.0	4,325.2
Education	72.5	74.0	79.3
Recreation & Cultural Services	235.2	225.3	231.2
Debt Service	470.8	489.8	476.5
Capital Outlay	120.6	99.7	48.5
Total Expenditures	11,671.2	11,884.9	11,904.1
Revenues			
Taxes	2,282.6	2,422.0	2,830.8
Licenses, permits & franchises	59.7	67.5	71.2
Fines, forfeitures and penalties	264.7	262.6	275.7
Revenue from use of money and property	214.3	160.4	129.0
Intergovernmental revenues:	7,520.7	7,637.4	7,555.1
Intergovernmental Revenues—Federal	3,252.6	3,198.6	3,148.8
Intergovernmental Revenues—State	4,170.1	4,331.5	4,292.7
Intergovernmental Revenues—Local	98.1	107.3	113.6
Charges for services	1,538.4	1,625.6	1,616.9
Proceeds from property owners	1.3	8.1	0.1
Miscellaneous	295.9	294.3	328.9
Total Revenue	12,177.7	12,477.9	12,807.8

Source: Los Angeles County, 2005.

Table 8.10-8 shows the City of Industry's revenues and expenditures. Over the past 3 fiscal years, all revenue sources, with the exception of Other Income and Licenses and Permits, have increased. Other Income declined by 55 percent between FY 2004 and FY 2005 and by 7 percent between FY 2005 to FY 2006. Licenses and Permits, on the other hand, increased by 4.5 percent from FY 2004 to FY 2005 and declined by 0.1 percent between FY 2005 and FY 2006. The biggest change in revenues occurred in Interest, which declined by 39 percent between FY 2004 and FY 2005 but increased by about 1,660 percent between FY 2004 and FY 2005.

Taxes represent between 77 percent (FY 2004) and 53 percent (FY 2006) of the overall revenues collected by the City. Between FY 2004 and FY 2005, taxes grew by 4.5 percent. Most of the increase came from the Other Taxes category because both Sales and Property Taxes declined over this period. From FY 2005 to FY 2006, taxes are projected to grow 5.3 percent. Most of the anticipated increase in tax revenues is expected to come from Other Taxes (expected to increase by 17.5 percent) and Property Taxes (expected to increase by 2.6 percent).

Expenditures, with the exception of Self-Insurance, have also increased over the past 3 fiscal years. Most of the increase is in the General Fund expenditures.

General Fund expenditures represent the largest part of the City's expenditures. It accounts for 77 percent (FY 2004) and 85 percent (FY 2006). Between FY 2004 and FY 2005, General Fund expenditures grew by about 5.6 percent. From FY 2005 to FY 2006, General Fund expenditures are projected to grow 1.1 percent.

TABLE 8.10-8
City of Industry Revenues and Expenditures

	FY 2004 (\$)	FY 2005 (\$)	Projected FY 2006 (\$)
Expenditures			
General Fund	27,237,804	28,760,120	29,081,454
Self-Insurance	1,011,111	1,021,035	296,528
Special Revenue	223,150	203,800	293,976
Trust & Agency	11,300	9,125	9,125
Enterprise Funds	7,061,175	3,599,450	3,907,888
Capital Improvement Funds	\$0	604,027	647,898
Debt Service	\$0	\$0	\$0
Total Expenditures	35,544,540	34,197,557	34,236,869
Revenues			
Taxes	31,948,317	33,384,158	35,163,580
Sales Taxes	28,007,880	23,133,349	23,261,526
Property Taxes	1,423,377	950,000	975,000
Other Taxes	2,517,060	9,300,809	10,927,054
Licenses and Permits	2,121,204	2,215,837	2,213,518
Fines and Forfeitures	37,250	42,000	45,300
Total Revenue	36,237,491	34,064,451	44,141,165

Source: City of Industry, 2005.

8.10.1.6 Education

There are 86 school districts in Los Angeles County. The WCEP site is served by the Bassett, Hacienda La Puente, Rowland, and Walnut Valley school districts. Current as well as projected enrollment figures for the four school districts are presented in Table 8.10-9.

TABLE 8.10-9
Enrollment by Grade, Bassett, Hacienda la Puente, Rowland, and Walnut Valley School Districts Combined

Grade Level	Enrollment (2003-04)	Enrollment (2004-05)
Kindergarten	4,123	3,921
First	4,517	4,355
Second	4,711	4,543
Third	4,781	4,704
Fourth	4,836	4,698
Fifth	4,825	4,829
Sixth	4,999	4,781
Seventh	5,133	4,895
Eighth	5,340	5,148
Ungraded Elementary	676	644
Ninth	5,401	5,696
Tenth	5,577	5,442
Eleventh	5,107	5,298
Twelfth	4,947	4,982
Ungraded Secondary	407	393
Total	65,380	64,329

Source: California Department of Education (CDE), 2005.

8.10.1.7 Public Services and Facilities

This section describes public services in the project area.

8.10.1.7.1 Law Enforcement

The City of Industry's law enforcement is provided by the Los Angeles County Sheriff's Department, which maintains a station staffed by 200 sworn and 34 civilian personnel. The City of Industry Station serves as headquarters for patrol operations and a detective bureau, as well as a narcotics team, gang detail (Operation Safe Streets), reserves, posse, explorers and a large contingent of civilian volunteers. Industry Station provides law enforcement services to two other contract cities and areas encompassing approximately 54 square miles, populated by some 160,000 people. Besides the personnel assigned to Industry Station, the station commander can draw on the nearly 11,000 personnel of the Sheriff's Department should the need arise. The closest substation is located at 150 North Hudson Avenue, City of Industry, approximately 2.6 miles from the site. Response times for emergency calls are typically less than 5 minutes. Response times for non-emergency calls typically range from 5 to 30 minutes (McGrattan, 2005).

The California Highway Patrol (CHP) is the primary law enforcement agency for state highways and roads. Services include law enforcement, traffic control, accident investigation, and the management of hazardous materials spill incidents.

All 911 calls are received and processed through the dispatch unit in the City of Industry Police department where they are dispatched (via a computer-aided-dispatch system) to patrol units.

8.10.1.7.2 Fire Protection

Fire protection services for the City of Industry including the project area are provided under a contract with Los Angeles County Fire Department, with three fire stations located in the City of Industry. These stations are equipped with the latest in fire fighting equipment, including a snorkel truck, a paramedic unit and a hazardous material unit. They are staffed by experienced and well-trained industrial fire fighters. Station 118 is located about 0.85 mile from the site and serves the project site. Response time for emergency calls is approximately 2 minutes. The other two stations are Station 87 at 140 Second Avenue about 5 miles from the site and Fire Station 43 at 920 South Stimson Avenue about 1 mile from the WCEP.

Local fire officials may also call upon the extensive resources of the Los Angeles County Fire Department in the case of emergency if needed. These include fire fighting helicopters, heavy rescue units, and foam trucks. The County Fire Department also maintains a strong fire prevention bureau.

The City of Industry and the County Fire Department maintain a mutual aid pact with surrounding communities for police, fire and ambulance service. Response time for emergency calls is approximately 2 minutes (Arzaga, 2005).

All 911 calls are received and processed through the dispatch unit in the City of Industry Police department where they are dispatched (via a computer-aided-dispatch system) to fire department units.

8.10.1.7.3 Emergency Response

The Emergency Response Unit of the Los Angeles Fire Department provides 24-hour emergency response services to hazardous materials incidents throughout Los Angeles County. The county has three teams of emergency responders: East, West, and Backup. The project site would be handled by the East Team. Each team has 2 vehicles and one person per vehicle. After hours, the team members participate in the 911 dispatch system. The estimated response time to an emergency from the project site is 20 minutes, depending on traffic (Malleda, 2005).

8.10.1.7.4 Hospitals

Emergency medical services are provided by the Industry Police Department and Industry Fire Department. The closest hospital is Citrus Valley Medical Center located at 1115 South Sunset in West Covina about 5.9 miles from the Site. This is a full-service health care facility with about 300 beds and a full service emergency department that serves nearly 54,000 visits annually. The hospital also has intensive care units, rehabilitation programs, cancer services and an open heart surgery program.

The next closest hospital to WCEP is the Inter-Community Campus, located at 210 West Bernardino Road, Covina, about 7 miles from the site. This hospital has about 222 beds and offers a wide-range of medical, surgical and specialty services including an emergency care unit.

8.10.1.8 Utilities

8.10.1.8.1 Electricity and Gas

WCEP will connect to Southern California Edison's electrical transmission system at the Walnut Substation about 600 feet south of the project site. Gas from the plant will be provided by a 14-inch-diameter connection to Southern California Gas Company's (SoCalGas) natural gas pipeline that runs in a utility easement within the project site.

8.10.1.8.2 Water

The City of Industry's water is supplied by four water districts: San Gabriel Valley Municipal Water District; Rowland Water District; La Puente Valley Water District; and the Walnut Valley Water District. Stormwater management is planned and coordinated regionally throughout Los Angeles County by a network of facilities including 15 major dams, about 450 miles of open channel, almost 2,500 miles of underground storm drains, 70,000 street drains, about 280 sediment entrapment basins and 218 concrete streambed stabilization structures, 33 pumping plants, as well as numerous support facilities.

Reclaimed water will be used for evaporative cooling, air inlet chilling, landscape irrigation, and process system makeup. The Rowland Water District will provide this water via the existing 12-inch-diameter reclaimed water supply. Water used for makeup in the circulating water system will be fed from the reclaimed water supply line into chlorine contact tank. Potable water will be supplied through a 30-foot-long pipeline to supply water to the project site from a water main adjacent to the project site on Bixby Avenue.

8.10.1.8.3 Sewer

The primary wastewater collection system will collect process wastewater from all of the plant equipment and a secondary system will collect sanitary wastewater from sinks, toilets, showers, and other sanitary facilities. Non-reclaimable wastewater discharge and domestic sanitary sewage will be managed by the County of Los Angeles and discharged via a tie-in to the 48-inch-diameter sanitary sewer that is located within the project boundary.

8.10.2 Environmental Consequences

Local environmental impacts were determined by comparing project demands during construction and operation with the socioeconomic resources of the project area (i.e., Los Angeles County). A proposed power generating facility could impact employment, population, housing, public services and utilities, and/or schools. Impacts could be local and/or regional, though most impacts would tend to be more regional than local. It is anticipated that the project will not have any significant adverse impacts on the socioeconomic environment, but it will provide socioeconomic benefits to the local community and regional economy.

8.10.2.1 Significance Criteria

The criteria used to determine the significance of project-related socioeconomic impacts are as suggested in the California Environmental Quality Act (CEQA) Checklist. Project-related impacts are determined to be significant if they:

- Induce substantial growth or concentration of population
- Displace a large number of people or existing housing
- Result in substantial adverse environmental impacts associated with the provision of utility services
- Result in substantial adverse physical impacts associated with the provision of public services

Other impacts may be significant if they cause substantial change in community interaction patterns, social organization, social structures, or social institutions; substantial conflict with community attitudes, values, or perceptions; or substantial inequities in the distribution of project cost and benefit.

8.10.2.2 Construction Impacts

Actual construction will take place over approximately 12 months, from spring 2007 to spring 2008. Commercial operation is expected to commence by August 2008. Personnel requirements will be minimal during the mobilization and site grading period (i.e., during the first 3 months of the construction period) and during the startup and testing period (i.e., during the last 3 months of the construction period).

8.10.2.2.1 Construction Workforce

The primary trades in demand will include boilermakers, carpenters, electricians, ironworkers, laborers, millwrights, operators, and pipefitters. Table 8.10-10 provides an estimate of construction personnel requirements for the plant. Total construction personnel requirements for the plant will be an average of 220 workers per month for 12 months with a peak total workforce of 408 per month during the eighth month. The project's capital cost is estimated at \$230 million (\$220 to \$280 million). The construction payroll is estimated at \$28.6 million (in 2005 dollars).

TABLE 8.10-10 Construction Personnel by Month

					Mont	hs Afte	er Noti	ce-to-l	Procee	ed			
Discipline	1	2	3	4	5	6	7	8	9	10	11	12	Total
Insulation workers			11	18	32	21	21	21	21	43	11	7	208
Bricklayers/masons		4	11	11	7	7	7	7	7	7	4	4	75
Carpenters		11	18	21	18	21	25	29	25	14	7	7	197
Electricians		7	9	11	14	25	47	57	63	66	73	29	401
Ironworkers		7	54	50	54	54	50	43	39	32	29	14	426
Laborers	5	7	20	27	54	54	54	54	27	13	7	7	328
Millwrights			23	34	47	72	72	72	50	14	14	2	399

TABLE 8.10-10 Construction Personnel by Month

	Months After Notice-to-Proceed												
Discipline	1	2	3	4	5	6	7	8	9	10	11	12	Total
Operating engineers	5	11	11	11	21	21	18	14	7	2	2	2	125
Painters					7	14	14	14	7	7	4	4	72
Pipefitters			5	11	14	14	30	72	21	11	7	4	190
Sheetmetal workers					5	11	14	16	14	14	14	4	93
Surveyors	7	7	4	4									21
Teamsters	4	7	11	18	11	11	9	9	9	5	4	2	98
Total workforce	21	61	175	215	285	326	362	408	292	229	175	84	2,633

Available skilled labor in the Los Angeles County was evaluated by reviewing information provided by the CEDD in Table 8.10-11. Additional information was also obtained from the Building and Trades Council contact indicated in Table 8.10-11. As shown on Table 8.10-12, the workforce in Los Angeles County will be adequate to fulfill WCEP's labor requirements for construction. Therefore, WCEP construction will not place an undue burden on the local workforce. In addition, as shown in Table 8.10-5, the mining and construction workforce within the County has been growing at an average annual rate of 2.3 percent per year. Thus, WCEP is not likely to result in a significant impact on the available workforce of skilled construction workers.

TABLE 8.10-11 Labor Union Contacts

Labor Union	Contact	Phone Number
Los Angeles/Orange Counties Building and Construction Trades Council	Richard Slawzen	213-483-4222

TABLE 8.10-12
Available Labor by Skill in Los Angeles County, 1997 to 2004

	Annual A	Averages	- Absolute	Doroontogo	Average Annual
Occupational Title	1997	1997 2004		Percentage Change	Compounded Growth Rate (%)
Carpenters	2,080	2,290	210	10.1	1.4
Masons	1,110	1,170	60	5.4	0.8
Painters	540	580	40	7.4	1.0
Metal Workers	280	290	10	3.6	0.5
Electricians	1,000	1,070	70	7.0	1.0
Welders	690	790	100	14.5	2.0

TABLE 8.10-12
Available Labor by Skill in Los Angeles County, 1997 to 2004

	Annual Averages		- Absolute	Percentage	Average Annual	
Occupational Title	1997	2004	Change	Change	Compounded Growth Rate (%)	
Excavators	120	140	20	16.7	2.2	
Graders	150	160	10	6.7	0.9	
Industrial Truck Operators	3,380	4,180	800	23.7	3.1	
Operating Engineers	120	120	0	0	0	
Helpers, Laborers	10,190	11,730	1,540	15.1	2.0	
Pipefitters	740	780	40	5.4	0.8	
Administrative Services Managers	800	900	100	12.5	1.7	
Mechanical Engineers	180	220	40	22.2	2.9	
Electrical Engineers	160	190	30	18.10	2.5	
Engineering Technicians	1,440	1,640	200	13.9	1.9	
Plant and System Operators	950	1,000	50	5.3	0.7	

Source: CEDD, 2005c.

8.10.2.2.2 Population Impacts

It is anticipated that the workforce to construct the project is available in the local or regional area. For this evaluation, it is assumed that most of the workforce will be drawn from Los Angeles County and will commute daily to the project area during the construction period. The project is also within commuting distance of Ventura, Orange, Riverside, and San Bernardino Counties. Because most of the construction workforce (a peak of 408 workers during the eighth month and an average of 220 workers per month over the 12-month duration of the construction) will commute to the project, rather than relocate, impacts to Los Angeles County and local school districts are expected to be minimal. The estimated population of Los Angeles County, as shown in Table 8.10-1, exceeds 9.5 million. The number of construction workers required by the plant will not make a significant impact on the population of the City or significantly increase the non-resident commuter worker population of the local area.

8.10.2.2.3 Housing Impacts

Most of the construction workforce will likely commute to the project site daily. As shown in Table 8.10-5, there are a total of 3,341,858 housing units in Los Angeles County, of which 140,358 are vacant. ¹ Because housing supply is limited within the city, workers wishing to relocate would have to move to other parts of the County. For those workers not interested in permanent housing or who are interested in accommodations during the workweek, there are 979 hotels/motels with 95,953 rooms in Los Angeles County. In the year ending July 2005, the average hotel/motel vacancy rate in Los Angeles County was about 26.5 percent while the average room rate was \$100 (Strong, 2005). In addition to the

^{1 3,341,858} total housing units multiplied by 4.2 percent vacancy rate for the county.

available hotel/motel accommodation, there are about 10 recreational vehicle parks within 10 miles of the WCEP. As a result, construction of the proposed project is not expected to increase the demand for housing.

8.10.2.2.4 Impacts to the Local Economy and Employment

The cost of materials and supplies required by the project is estimated at \$180 million. The estimated value of materials and supplies that will be purchased locally in the county of Los Angeles during construction is \$6 to \$9 million.

WCEP will provide about \$28.6 million (in 2005 dollars) in construction payroll, at an average salary of \$65 per hour (including benefits). The anticipated payroll for employees, as well as the purchase of materials and supplies during the construction period, will have a slight beneficial impact on the area. Assuming, conservatively, that 60 percent of the construction workforce will reside in Los Angeles County, it is expected that approximately \$17.2 million will stay in the local area. These additional funds will cause a temporary beneficial impact by creating the potential for other employment opportunities for local workers in other service areas, such as transportation and retail.

Construction activity would result in secondary economic impacts (indirect and induced impacts) within Los Angeles County. Secondary employment effects would include indirect and induced employment from the purchase of goods and services by firms involved with construction, and induced employment caused by construction workers spending their income within the county. In addition to these secondary employment impacts, there are indirect and induced income effects arising from construction. The project would create a temporary positive impact on the local economic base and fiscal resources. Employment for local and regional workers would provide additional area income as would local expenditures for construction materials and services. Increased local incomes and sales would also generate tax revenues for the local and regional areas.

Indirect and induced impacts were estimated using the IMPLAN software economic inputoutput model of Los Angeles County. The IMPLAN model runs indicate that the estimated indirect and induced employment within Los Angeles County would be 143 and 161 jobs, respectively. These additional jobs result from the \$9 million in annual local construction expenditures as well as the \$12.012 million in spending by local construction workers. The \$12.012 million represents the disposable portion of the annual construction payroll (here assumed to be 70 percent of \$17.16 million). Assuming an average direct construction employment of 220, the employment multiplier associated with the construction phase of the project is approximately 2.4 (i.e., [220 + 143 + 161]/220). This project construction phase employment multiplier is based on a Social Accounting Matrix (SAM) type model. The Type SAM multiplier equals the sum of the multipliers for the direct, indirect, and induced effects. Direct effects capture the impact of direct expenditures. Indirect effects capture the impact of purchases among industries while induced effects capture the impact of household expenditures induced by changes in labor income.

Indirect and induced income impacts were estimated at \$5,312,220 and \$6,516,940, respectively. Assuming a total annual local construction expenditure (payroll, materials and supplies) of \$26.16 million (\$17.16 million in payroll + \$9 million in materials and supplies), the project construction phase income multiplier based on a Type SAM model is approximately 1.5 (i.e., [\$26,160,000 + \$5,312,220 + \$6,516,940]/\$26,160,000).

If one assumes that annual local construction expenditures are \$6 million, instead of \$9 million, the indirect and induced employment estimates within Los Angeles County would be 95 and 149 jobs, respectively. Based on the same average construction employment of 220, the construction phase employment multiplier is approximately 2.1.

Indirect and induced income impacts based on the total annual construction expenditure of \$23.16 million (\$17.16 million in payroll + \$6 million in materials and supplies) were estimated at \$3,541,480 and \$6,043,850, respectively. Based on these estimates, the construction phase income multiplier was estimated at 1.4.

8.10.2.2.5 Fiscal Impacts

WCEP's initial capital cost is estimated to be \$230 million (\$220 to \$280 million). Of this, materials and supplies are estimated at approximately \$180 million. The estimated value of materials and supplies that will be purchased locally (within Los Angeles County) during construction is between \$6 and \$9 million.

The effect on fiscal resources during construction will be from sales taxes realized on equipment and materials purchased in the County and use taxes on equipment purchased out of state. The sales and use tax rate in Los Angeles County is 8.25 percent (as of October 1, 2005). Of this, 6.25 percent goes to the State; 0.75 percent goes to the County; 1.0 percent goes to the place of sale; and 0.025 percent goes to special districts (California Board of Equalization [BOE], 2005). The total local sales and use tax expected to be generated during construction is \$13.2 million.

8.10.2.2.6 Impacts on Education

The schools in the project area are currently not considered overcrowded. Construction of WCEP will not cause significant population changes or housing impacts to the region. Most employees will commute to the site from areas within the County, as opposed to relocating to the area. As a result, WCEP construction will not cause any significant increase in demand for school services.

8.10.2.2.7 Impacts on Public Services and Facilities

Current police, fire, and medical facilities should be sufficient to handle the demands of the Project. The site's perimeter fence will assist local law enforcement agencies with area security. Onsite fire protection systems will meet all National Fire Protection Association (NFPA), Occupational Safety & Health Administration (OSHA), state, and local requirements. Communication equipment will be available onsite at all times to contact emergency response agencies

8.10.2.2.8 Impacts on Utilities

WCEP construction will not make significant adverse demands on local water, sanitary sewer, electricity, or natural gas. Water requirements for construction are relatively insignificant. Given the number of workers and temporary duration of the construction period, the impacts on the local sanitary sewer system would not be significant.

Sanitary wastes will be collected in portable self-contained toilets and returned to the local sanitary sewer. Other wastewater generated during construction would be disposed of according to local regulations and returned to the sanitary sewer system. Solid wastes

generated during construction would be collected onsite and disposed of regularly at the Puente Hills Landfill in Whittier.

8.10.2.3 Operational Impacts

8.10.2.3.1 Operational Workforce

The WCEP is expected to begin commercial operation in 2008 and will employ up to 9 persons full time. Anticipated job classifications are shown in Table 8.10-13. The entire permanent workforce is expected to commute from within Los Angeles County.

TABLE 8.10-13
Typical Plant Operation Workforce

Department	Personnel	Shift	Workdays
Operations	8 Operating Technicians	Four rotating 8-hour shifts, 2 operators per shift	7 days per week
Maintenance	1 Maintenance Technician	Standard 8-hour days	5 days per week
		(Maintenance technicia unscheduled days and h	

8.10.2.3.2 Population Impacts

Facility employees will be drawn from the regional workforce and from existing City of Industry population. There will be no significant impact on local employment because only 9 additional staff will be required for plant operations. Because there is a large skilled labor pool in the greater Los Angeles area available to operate the project, the project will not result in an influx of operation workers to relocate in the local area.

8.10.2.3.3 Housing Impacts

Because of the relatively small operations staff, significant impacts to housing are not anticipated. The project will not displace current residents. The workforce is assumed available in the local area (Los Angeles and surrounding counties). It is assumed that few if any operations staff would relocate to Industry or the surrounding areas and, therefore, impacts to housing would be minimal.

8.10.2.3.4 Impacts to the Local Economy and Employment

WCEP operation will generate a small, permanent, beneficial impact by creating employment opportunities for local workers through local expenditures for materials, such as office supplies and services. The average salary per operations employee is expected to be \$70,000 per year. For the assumed average of 9 full-time employees, this will result in an operation payroll of \$630,000 per year. There will be an annual operations budget of approximately \$3 million, most of which is estimated to be spent locally, (i.e., within Los Angeles County). In addition, there will be an annual maintenance budget of approximately \$4 million. These additional jobs and spending will generate other employment opportunities and spending in the City of Industry and Los Angeles County area.

The operation of the proposed project would result in indirect and induced economic impacts that would occur within Los Angeles County depending on the point of sale. These indirect and induced impacts represent permanent increases in the county's economic variables. The indirect and induced impacts would result from annual expenditures on payroll as well as those on operations and maintenance (O&M).

Estimated indirect and induced employment within Los Angeles County would be 28 and 14 permanent jobs, respectively. These additional 42 jobs result from the \$7.63 million (\$630,000 in payroll, \$4 million in maintenance and \$3 million in operations) in annual operational budget. The operational-phase employment multiplier is estimated at 5.6 (i.e., [9 + 28 + 14]/9) and is based on a Type SAM multiplier.

Indirect and induced income impacts are estimated at \$1,409,580 and \$547,750, respectively. The income multiplier associated with the operational phase of the project is approximately 1.3 (i.e., [\$7,630,000 + \$1,409,580 + \$547,750]/\$ 7,630,000), according to a Type SAM model.

8.10.2.3.5 Fiscal Impacts

The annual operations budget is expected to be approximately \$3 million, all of which it is assumed would be spent locally within Los Angeles County. In addition, there will be an annual maintenance budget of approximately \$4 million. As stated in the impacts to the economy section, WCEP will bring \$630,000 in operational payroll to the region.

During operations, additional sales tax revenues will be obtained by the City of Industry and Los Angeles County. Increased payroll will be \$630,000 annually, and additional O&M expenses will be approximately \$7 million annually. Assuming local expenditures of \$3 million annually, the estimated sales taxes will be approximately \$247,500. Of this amount, the place of sale will receive \$30,000 in sales tax revenue. The overall anticipated increase in sales tax revenue will be beneficial but not significant because it would constitute such a small percent of total County revenues.

8.10.2.3.6 Impacts on Education

The schools in the Bassett, Hacienda La Puente, Rowland, and Walnut Valley school districts are currently not considered overcrowded. Even assuming that most of the 9 operational employees will reside within the City of Industry, WCEP operation is not expected to create any significant adverse impacts to the local school system. Assuming an average family size of 4.46 persons/household for the city (DOF, 2005a) would imply the addition of approximately 22 children to the local schools. This would constitute less than one-fourth of one percent increase in school enrollment. The project would be located within the Hacienda La Puente School District, which does not assess school impact fees on any development (Maxville, 2005). Thus, the project would not be expected to pay school impact fees.

8.10.2.3.7 Impacts on Public Services and Facilities

Project operation will not make significant demands on public services or facilities. Existing sheriff and fire department facilities are adequate to provide services to the project. WCEP operation would not create significant adverse impacts on medical resources in the area because of the excellent safety record of power plants and small operations staff.

Plant operations should not result in significant adverse impacts to local public services, facilities, or emergency services. Copies of the records of conversation with the Sheriff and Fire departments are included in Appendix 8.10B.

8.10.2.3.8 Impacts on Utilities

WCEP operation will not make significant adverse demands on local water, sanitary sewer, electricity, or natural gas, because adequate supply and capacity currently exist.

8.10.2.4 Environmental Justice

8.10.2.4.1 Evaluation of Disproportionate Impacts

President Clinton's Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations" was signed on February 11, 1994. The purpose of this Executive Order is to identify and address whether adverse human health or environmental effects are likely to fall disproportionately on minority and/or low-income members of the community. The Order requires that impacts on minority or low-income populations be taken into account when preparing environmental and socioeconomic analyses of projects or programs that are proposed, funded, or licensed by federal agencies.

In April 1998, the U.S. Environmental Protection Agency (USEPA) published its *Final Guidance for Incorporating Environmental Justice Concerns in USEPA's NEPA Compliance Analysis* (USEPA, 1996). This document provides specific guidelines for determining whether there could be environmental justice impacts associated with a proposed federal project that undertakes analysis of environmental regulatory issues under the National Environmental Policy Act (NEPA).

The California Energy Commission (CEC) has incorporated an environmental justice analysis as part of its power plant licensing process under CEQA. The federal government views environmental justice as a civil rights standard and a way of preventing racial and economic discrimination, rather than as a remedy for disproportionate impacts that may already exist. To prove violation of civil rights, the government must show that a project would cause impacts that are "disproportionately high and adverse," either directly, indirectly, or cumulatively. In other words, the following must apply: (1) the project would cause a significant (high) adverse impact, (2) minority and/or low income populations must be present within the project area, and (3) the impacts must disproportionately affect the minority or low-income populations, compared with other populations. For power plant permitting, air quality impacts are generally considered most likely to raise issues of racial and economic discrimination.

In general, construction of a new power plant results in a net reduction of regional air emissions because CEC and regional air management district permits require that emission reduction credits be obtained. The fact that the regulatory agencies have set very clear standards for power plant emissions in terms of human health risk assessment may mean that discriminatory project siting can only be viewed cumulatively. If a specific project does not have a significant impact on human health, it can only have a significant and discriminatory impact on a minority or low-income population in conjunction with, and in addition to, other impacts that population is experiencing, some of which may not be caused by air emissions.

According to USEPA guidelines, the first step in conducting an environmental justice analysis is to define minority and low-income populations. According to USEPA guidelines, a minority population is present in a project area if the following conditions apply: (1) the minority population of the affected area exceeds 50 percent, or (2) the minority population percentage in the affected area is meaningfully greater than the minority population percentage in the general population. These guidelines do not provide a numeric measure for low-income populations; rather, they advise that the analyst use the techniques that best suit the project at hand. The guidance suggests using two or three standard deviations above the mean as a quantitative measure of disproportionate effects. The area of potential effect for the purpose of an environmental justice screening is an approximately 6-mile radius surrounding the project site. The CEC has used this distance in past projects to assess potential air emissions effects.

8.10.2.4.2 WCEP Project

Environmental justice impacts are unlikely to occur as a result of construction or operation of the WCEP because the project would cause no significant, unmitigated adverse impacts (high and adverse impacts). All of the project's impacts would be mitigated to a level below significance. Therefore, although there are many census tracts in the project area that contain minority populations greater than 50 percent and although population within a 6-mile radius of the project is more than 50 percent non-white, the project's impacts would not be significant, so could not be significant and disproportionate. The area within 6 miles of the project does not contain any census tracts in which more than 50 percent of the population is low income.

8.10.3 Cumulative Impacts

Because both construction and operations personnel will reside primarily in Los Angeles County and live within commuting distance and not in the City of Industry, no adverse impacts to local schools or housing are anticipated. Although there may be a temporary increase in demand for construction workers, the available supply of workers in the region is more than adequate, so no adverse cumulative impacts are expected and similarly there are no cumulative impacts of operating the power plant. Additionally the relocation of labor personnel is not necessary. Employees from the existing local labor pool will operate the plant. The local economy will be enhanced by the multiplier effect of WCEP workers spending local payroll in the area and local purchases of equipment and materials. Operation of the plant will provide public benefits including reliable electricity to the participating municipalities.

Consequently, no adverse cumulative socioeconomic impacts are anticipated from either the construction or operation of WCEP. Instead, the local community will enjoy beneficial economic effects from short-term construction and longer-term operations employment and expenditures.

8.10.4 Mitigation Measures

No significant socioeconomic impacts were identified, there fore no mitigation measures are proposed.

8.10.5 Laws, Ordinances, Regulations, and Standards

A summary of the LORS, including the project's conformance to them, is presented in Table 8.10-14.

TABLE 8.10-14
Laws, Ordinances, Regulations, and Standards Applicable to WCEP Socioeconomics

LORS	Purpose	Applicability	Conformance
Federal			
Civil Rights Act of 1964	Prohibits discrimination on the basis of race, color, or national origin.	Applies to all federal agencies and agencies receiving federal funds.	Section 8.10.5
Executive Order 12898	Avoid disproportionately high and adverse impacts to minority and low-income members of the community.	Applies only to federal agencies.	Section 8.10.2
State			
Government Code Sections 65996-65997	Establishes that the levy of a fee for construction of an industrial facility be considered mitigating impacts on school facilities.	Hacienda la Puente School District does not assess school impact fees on any development.	Section 8.10.2
Education Code Section 17620	Allows a school district to levy a fee against any construction within the boundaries of the district for the purpose of funding construction of school facilities.	Hacienda la Puente School District does not assess school impact fees on any development.	Section 8.10.2
Local			
None identified			

8.10.5.1 Federal

The Civil Rights Act of 1964, Public Law 88-352, 78 Stat. 241 (codified as amended in various sections of 42 United States Code [USC]), Title VI prohibits discrimination on the basis of race, color, or national origin by all federal agencies or activities receiving federal financial assistance.

Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," requires federal agencies to consider whether the project may result in disproportionately high and adverse human health or environmental effects on any minority or low-income population. Although the CEC is not obligated as a matter of law to conduct an environmental justice analysis, since the signing of the executive order, the CEC has typically included this topic in its power plant siting decisions to ensure that any potential adverse impacts are identified and addressed.

8.10.5.2 State

Government Code Sections 65996 and 65997 provide the exclusive methods of considering and mitigating impacts on school facilities that might occur as a result of the development of real property. As amended by Senate Bill (SB) 50 (Stats. 1998, ch. 407, sec. 23), these sections

state that public agencies may not impose fees, charges, or other financial requirements to offset the cost for school facilities.

8.10.5.3 Local

No local LORS have been identified with regard to the social and economic effects of development. The City of Industry is entirely industrial.

8.10.6 Involved Agencies and Agency Contacts

Table 8.10-15 provides a list of agencies and contact persons of potentially responsible agencies. Copies of records of conversation are provided in Appendix 8.10B.

TABLE 8.10-15
Agencies and Agency Contacts for WCEP Socioeconomics

Agency	Contact/Title	Phone Number	Address
City of Industry	Phil Iriarte City Manager	(626) 333-2211	15651 East Stafford Street City of Industry
City of Industry Finance Department	Victoria Gallo Chief Financial Officer	(626) 333-2211	15651 East Stafford Street City of Industry
Industry Fire Protection	Captain Raga Los Angeles County Fire Department Station 118	(626) 336-6950	17056 Gale Avenue City of Industry
City of Industry Sheriff's Department	Michael Smith Police Captain	(626) 330-3332	150 North Hudson Street City of Industry
Emergency Response Unit	Inspector Eric Bold	(562) 790-1810	7300 East Alondra Blvd. Paramount
Los Angeles County Fire Department	Captain Arzaga Fire Station 118	(626) 854-3488	17056 Gale Avenue City of Industry
Los Angeles County Sheriff's Department	Deputy McGrattan	(626) 330-3322	150 North Hudson Avenue City of Industry
Hacienda La Puente Unified School District	Robbie Maxville Admin. Asst., Chief Business Officer	(626) 933-3820	15959 E. Gale Avenue City of Industry

8.10.7 Permits and Permitting Schedule

No applicable permits related to socioeconomic impacts of the project are required. Permits dealing with the effects on public services are addressed as part of the building permit process. For example, school impact taxes and development fees are typically collected when the Applicant pays in-lieu building permit fees to the City.

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